Commitment ID	Task and Brief Description	Responsible Branch / Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Permits, Specs, Plans, References	Task Completed	Remarks	Environmental Compliance
Traffic and Transportation / Pedestrian and Bicycle Facilities (avoidance and minimization)									
TRAF-1	Transportation Management Plan (TMP). A TMP shall be developed to implement practical measures to minimize any traffic delays that may result from lane restrictions or closures in the work zone. TMP strategies shall be planned and designed to improve mobility, as well as increase safety for the traveling public and highway workers. These strategies include, but are not limited to, dissemination of information to motorists and the greater public, traffic incident management, construction management strategies, traffic demand management, and alternate route planning/detouring. The TMP would include coordination with local residents, businesses, local agencies, and emergency responders.	Project Engineer (PE)	Final Design			IS/EA Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities			
TRAF-2	Roadway Closure Planning. Closure plans shall be developed to minimize traffic disruption during peak periods, and to the extent possible, such closures (when required) shall occur during off-peak and/or overnight periods. In advance of any closure periods, appropriate temporary signage (in accordance with Caltrans and City guidelines) shall be used to alert motorists of the closure and direct them to alternate routes.	PE	Final Design			IS/EA Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities			
TRAF-3	Temporary Traffic Controls. Temporary traffic controls, signage, barriers, and flagmen shall be deployed as necessary and appropriately for the efficient movement of traffic (in accordance with standard traffic engineering practices) to facilitate construction of the project improvements while maintaining traffic flows and minimizing disruption.	Resident Engineer (RE)	Final Design/Construction			IS/EA Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities			
Cultural Resources – (avoidance and minimization)									
CUL-1	If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	Caltrans Archaeologist/RE	Construction			IS/EA Section 2.1.6, Cultural Resources			

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CUL-2	If human remains are discovered, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Kelly Ewing-Toledo, District Environmental Branch—Cultural Resources so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.	Caltrans Archaeologist/RE	Construction			IS/EA Section 2.1.6, Cultural Resources			
Water Quality and Storm Water Runoff (avoidance and minimization)									
WQ-1	Compliance with standard requirements and permits would minimize short-term, construction-related impacts to water quality. Measures for avoiding or reducing potential storm water impacts will include the following: use of all applicable construction site BMPs, disturb existing slopes only when necessary, minimize the disturbance of existing vegetation, and collect all concentrated flows in stabilized drains and channels. In addition, the following measures are required for long-term impacts to water quality and groundwater recharge.	RE	Construction			IS/EA Section 2.2.1, Water Quality			
WQ-2	The California Department of Transportation (Caltrans) shall comply with provisions identified in the National Pollutant Discharge Elimination System (NPDES) Permit, Statewide Stormwater Permit and Waste Discharge Requirements (WDRs) Order No. 2012-0006-DWQ, NPDES No. CAS000002, or subsequent permit of the Construction General Permit (CGP). An effective Storm Water Pollution Prevention Plan (SWPPP) shall be developed and implemented. During final design, Caltrans will consult with the jurisdictions where discharges of runoff from SR-118 to local jurisdictions' streets and/or stormwater drainage systems will occur during the project design development, treatment, and operational Best Management Practices (BMPs) in those local jurisdictions.	RE	Construction			IS/EA Section 2.2.1, Water Quality			

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WQ-3	Caltrans shall follow the procedures outlined in the Caltrans Stormwater Quality Handbooks, Project Planning and Design Guide for implementing design pollution prevention and treatment BMPs. Caltrans-approved treatment BMPs shall be implemented to the Maximum Extent Practicable (MEP), consistent with the requirements of the Statewide Storm Water Permit, Order No. 2012-0011-DWQ, NPDES No. CAS000003, and WDRs for Caltrans' properties, facilities, and activities, and any required MS4 Permits. This will include coordination with the Los Angeles Regional Water Quality Control Board (LARWQCB) with respect to feasibility, maintenance, and monitoring of Treatment BMPs as set forth in the Caltrans Storm Water Management Plan (SWMP).	RE	Construction			IS/EA Section 2.2.1, Water Quality			
Geology / Soils / Seismic / Topography (avoidance and minimization)									
GEO-1	Prior to completion of final design, a design-level geotechnical report will be prepared in accordance with the *Guidelines for Preparing Geotechnical Design Reports* (Caltrans 2006). Design level geotechnical reports precede development of grading and/or construction plans, and they provide detailed, site-specific design recommendations. Studies at this stage shall provide specific design recommendations to mitigate geologic hazards as they relate to grading and construction of the project.	PE	Final Design			IS/EA Section 2.2.3, Geology/ Soils/ Seismic/ Topography			
GEO-2	A geotechnical design report will document soil-related constraints and hazards such as slope instability, settlement liquefaction, or related secondary seismic impacts that may be present. The report shall also include: • Evaluation of expansive soils and recommendations regarding construction procedures and/or design criteria to minimize the effect of these soils on development of the project. • Identification of potential liquefiable areas within the project limits and recommendations for mitigation.	PE	Final Design			IS/EA Section 2.2.3, Geology/Soils/Seismic/ Topography			
GEO-3	The Caltrans Project Engineer will incorporate the measures recommended in the design level geotechnical report in the final design and project specifications. The Caltrans Resident Engineer will require the construction contractor to implement the measures recommended in the design-level geotechnical report as included in the project specifications.	PE/RE	Final Design/Construction			IS/EA Section 2.2.3, Geology/Soils/Seismic/ Topography			

Commitment ID	Task and Brief Description	Responsible Branch / Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Permits, Specs, Plans, References	Task Completed	Remarks	Environmental Compliance
GEO-4	A Fault Evaluation Study is required for the Caldwell Avenue UC Widening. The location of the fault (or fault zone) with respect to the structure and a determination of the design fault offset shall be included in the Seismic Recommendations of the project's Foundation Report.	PE	Final Design			IS/EA Section 2.2.3, Geology/Soils/Seismic/ Topography			
GEO-5	Geotechnical exploration will be conducted to determine groundwater levels, soil types and strengths, corrosion, susceptibility to liquefaction and settlement, and any areas that require dewatering. Several investigative methods should be used, including but not limited to, geologic mapping, soil borings, and geophysical studies that evaluate soil liquefaction potential and shear strength. Once the required site exploration is completed, the Office of Bridge Design will prepare a Foundation Report Study to present the results of the site exploration (i.e., soil strength, consolidation, classification, corrosion, and liquefaction potential) and make preliminary foundation design recommendations in order to facilitate "type selection" for the type of bridge foundation that is appropriate for the given soil/ geologic condition. Also for this study, borings will be drilled along the proposed soundwall alignment for the purposes of soundwall foundation adequacy. Any groundwater or perched water found in those borings will be duly noted and liquefaction potential will be further evaluated. Current groundwater conditions will also be evaluated in the Foundation Report Study for the associated bridge widenings.	PE	Final Design			IS/EA Section 2.2.3, Geology/Soils/Seismic/ Topography			
GEO-6	Laboratory testing will be performed to supplement field observations and may include soil moisture content and unit weight, soil classification, corrosion, and direct shear tests. Other laboratory tests may be required depending upon the nature of the soils encountered during the investigation.	PE	Final Design			IS/EA Section 2.2.3, Geology/Soils/Seismic/ Topography			
GEO-7	For areas of proposed pavement widening, the District 7 Materials Office would need to evaluate and test the median and shoulder subgrade materials for pavement design purposes**.**	PE	Final Design			IS/EA Section 2.2.3, Geology/Soils/Seismic/ Topography			
Paleontology (avoidance and minimization)									

Commitment ID	Task and Brief Description	Responsible Branch / Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Permits, Specs, Plans, References	Task Completed	Remarks	Environmental Compliance
PALEO-1	A qualified Principal Paleontologist will be retained by Caltrans to develop and implement a PMP. A qualified Principal Paleontologist is defined as an individual with a M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology of the project area, and who has worked as a paleontological mitigation project supervisor for at least one year. The PMP will be based on SVP guidelines and meet all regulatory requirements. The PMP will identify construction impact areas of high paleontological sensitivity for encountering significant resources and the depths at which those resources are likely to be encountered. The PMP will outline a coordination strategy to ensure that a qualified Paleontological Monitor will conduct full-time monitoring of all ground disturbance in geologic units determined to have a high paleontological sensitivity. The qualified Principal Paleontologist will determine when and where geologic units of low paleontological sensitivity will be monitored, based on geologic conditions. If and when paleontological resources are found, the fossils and geologic contextual data will be collected. The PMP will also detail methods of collection, preparation and analysis of specimens, final curation and deposition of specimens at a federally accredited repository, data analysis, and reporting.	PE/Caltrans Paleontology Specialist	Final Design			IS/EA Section 2.2.4, Paleontology			
PALEO-2	The qualified Principal Paleontologist and Paleontological Monitor will have the authority to divert or redirect construction-related, ground-disturbing activities temporarily if fossil remains are observed or suspected. If a fossil is uncovered, the qualified Paleontological Monitor will ask the equipment operator to temporarily halt or divert the work, until the discovery can be examined and collected in a timely manner. If the fossils are observed *in situ*, the qualified Paleontological Monitor will determine if the discovery requires excavation. The qualified Paleontological Monitor will also be prepared to remove samples of sediment likely to contain the remains of small to microscopic fossil invertebrates and/or vertebrates. The qualified Paleontological Monitor may enlist the assistance of construction personnel and equipment in this undertaking to avoid delays in excavation activities. At the discretion of the qualified Principal Paleontologist or Paleontological Monitor, samples of spoil piles will be screened to determine the presence of micro-vertebrate fossils. Qualified Paleontological Monitors will be equipped with the necessary tools for the rapid retrieval of fossils and associated data. Contextual stratigraphic data, photographs, maps and graphics, and field notes will be taken at the time of collection, following SVP guidelines. Each fossil locality will be stratigraphically and geographically plotted prior to specimen removal. Once the qualified Principal	RE/ Caltrans Paleontology Specialist	Construction			IS/EA Section 2.2.4, Paleontology			

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	Paleontologist has determined that the collection process is complete for a given area or fossil locality, construction activity will resume in that localized area. If fossil excavation should be required, the collection process will be as expedient as possible.								
PALEO-3	Areas containing Sespe Formation, Saugus Formation, and Quaternary older surficial deposits have a high paleontological sensitivity. Areas of low paleontological sensitivity, specifically areas containing Quaternary alluvial deposits, will be monitored at the discretion of the qualified Principal Paleontologist, because these areas may contain older deposits of Pleistocene age (2.6 million to 10,000 years old) at an unknown depth below the ground surface.	RE/ Caltrans Paleontology Specialist	Construction			IS/EA Section 2.2.4, Paleontology			
PALEO-4	All ground-disturbing activities in areas where these geologic units are present will need to be monitored on a full-time basis by a qualified Paleontological Monitor. Ground-disturbing activities that will need to be monitored full-time in these areas include grading, cutting, trenching, tunneling, augering, drilling, and boring.	RE/ Caltrans Paleontology Specialist	Construction			IS/EA Section 2.2.4, Paleontology			
PALEO-5	Many fossils are typically too small to be readily visible in the field (generally small enough that magnification with a microscope or hand lens is necessary for identification), but are, nevertheless, significant and worthy of collection (e.g., small mammal, bird, reptile, amphibian, and fish). Micro-vertebrate fossils have been especially important in the Sespe Formation in Simi Valley. If sedimentary deposits are shown to contain micro-vertebrate fossils, the qualified Paleontological Monitor will take a representational sample of the sediment, according to SVP guidelines (2010, 2013), per fossil locality. A test sample of about 200 pounds is typically processed first in order to determine the concentration of micro-vertebrate fossils present in the sediment.	RE/ Caltrans Paleontology Specialist	Construction			IS/EA Section 2.2.4, Paleontology			
Hazardous Waste / Materials (Avoidance and Minimization)									
HW-1	Site investigation for pesticides, ADL, ACMs, LBP, and groundwater shall be performed during the PS&E stage instead of “the final phases of design.” The Office of Environmental Engineering, Hazardous Waste Group will perform the site investigation as requested by the Design Manager.	PE; Caltrans Hazardous Waste Specialist	Final Design			Section 3 Hazardous Waste and Materials Section			
HW-2	A project-specific Lead Compliance Plan and Debris Containment and Disposal Work Plan will be prepared to address the removal, containment, storage, sampling, transport, and disposal of yellow thermoplastic and lead-based painted traffic stripe and/or pavement markings, and to prevent or minimize worker exposure to lead while handling the debris/residue (California Code of Regulations	RE; Caltrans Hazardous Waste Specialist	Pre- Construction			IS/EA Section 2.2.5, Hazardous Waste / Materials			

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	[CCR], Title 8, Section 1532.1, "Lead," and California Occupational Safety and Health Administration [Cal OHSA] Construction Safety Order).								
HW-3	During construction, excess ADL soils require special handling and waste management, especially when disturbed during earthmoving activities. The California Department of Transportation (Caltrans) Office of Environmental Engineering will initiate a project-specific aerially deposited lead (ADL) site investigation to evaluate whether the excess ADL spoils generated can be reused on the project site and/or along the project corridor by adhering to the requirements of the Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils (ADL Agreement) that the Department entered into with the California Department of Toxic Substances Control (July 2016). If the excess ADL soils cannot be reused on the project site and/or along the project corridor, the site investigation will also determine whether they are classified as federal or state hazardous waste that requires off-site disposal at a permitted Class I California hazardous waste disposal facility or can be relinquished to the contractor with or without restrictions on land use.	RE; Caltrans Hazardous Waste Specialist	Construction			IS/EA Section 2.2.5, Hazardous Waste / Materials			
HW-4	Surveying and sampling will be required to determine procedures for the proper removal, handling, and disposal of asbestos-containing materials (ACM) and lead-based paint (LBP) during construction. Upon completion and analyses of surveys and sampling, an Asbestos Compliance Plan, Asbestos Removal Work Plan, and Lead-Based Paint Compliance Plan, and Lead-Based Paint Removal Work Plan shall be completed and signed by a Certified Industrial Hygienist that outlines potential risks and appropriate monitoring plans, as well as safety measures, to reduce the risk of worker exposure to contamination.	RE; Caltrans Hazardous Waste Specialist	Pre- Construction/ Construction			IS/EA Section 2.2.5, Hazardous Waste / Materials			
HW-5	A Dust Control Plan will be prepared and approved by the South Coast Air Quality Management District (SCAQMD) before commencing any work in areas containing ACM. The Dust Control Plan will outline procedures to prevent dust emission during excavation, stockpiling, transportation, or placement of materials containing ACM.	RE; Caltrans Hazardous Waste Specialist	Pre- Construction; Construction			IS/EA Section 2.2.5, Hazardous Waste / Materials			
HW-6	Groundwater testing will be required during the final design phase to determine the extent of potential contamination in groundwater that will be encountered during construction, and to confirm whether contamination, if any, can be attributed to nearby sources and impacts from previous releases.	PE; Caltrans Hazardous Waste Specialist	Final Design			IS/EA Section 2.2.5, Hazardous Waste / Materials			

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Air Quality (Avoidance and Minimization)									
AQ-1	The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.	RE	Construction			IS/EA Section 2.2.6, Air Quality			
AQ-2	Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities.	RE	Construction			IS/EA Section 2.2.6, Air Quality			
AQ-3	Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities: • All trucks shall be required to cover their loads as required by California Vehicle Code 23114. • All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-``compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.	RE	Construction			IS/EA Section 2.2.6, Air Quality			
AQ-4	Graded and/or excavated inactive areas of the construction site shall be monitored by (indicate by whom) at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.	RE	Construction			IS/EA Section 2.2.6, Air Quality			
AQ-5	Signs shall be posted on-site limiting traffic to 15 miles per hour or less.	RE	Construction			IS/EA Section 2.2.6, Air Quality			
AQ-6	During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing,	RE	Construction			IS/EA Section 2.2.6, Air Quality			

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	grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.								
AQ-7	Adjacent streets and roads shall be swept at least once a day, preferably at the end of the day, if visible oil material is carried over to adjacent streets and roads.	RE	Construction			IS/EA Section 2.2.6, Air Quality			
AQ-8	Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.	RE	Construction			IS/EA Section 2.2.6, Air Quality			
AQ-9	Caltrans Standard Specifications 2015 specifically require compliance with all applicable laws and regulations related to air quality, which would include applicable rules and regulations of the respective APCD such as Rules 50, 51, and 55. The proposed project is located within the boundaries of the VCAPCD within the SCCAB. Measures to control fugitive dust caused by project construction are presented in VCAPCD Rule 55 – Fugitive Dust. The project construction will need to comply with these control measures and any other local or regional applicable rules, guidance, and measures.	RE	Construction			IS/EA Section 2.2.6, Air Quality			
Noise and Vibration (Avoidance and Minimization)									
NOISE-1	Where practical, feasible, and reasonable, proposed soundwalls shall be constructed in the beginning of the project as a means of minimizing any impact on the sensitive receptors.	RE	Construction			IS/EA Section 2.2.7, Noise			
NOISE-2	The fitting of effective mufflers on all new equipment and retrofitting of mufflers on existing equipment is necessary to	RE	Construction			IS/EA Section 2.2.7, Noise			

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	yield an immediate noise reduction at all types of road construction sites.								
NOISE-3	Sealed and lubricated tracks for crawler mounted equipment will lessen the sound radiated from the track assembly resulting from metal to soil and metal to metal contact. Contractors, site engineers, and inspectors should ensure that the tracks are kept in excellent condition by periodic maintenance and lubrication.	RE	Construction			IS/EA Section 2.2.7, Noise			
NOISE-4	Shielding with barriers should be implemented at an early stage of a project to reduce construction equipment noise. The placement of barriers must be carefully considered to reduce limitation of site access. Barriers may be natural or man-made, such as excess land fill used as a temporary berm strategically placed to act as a barrier.	RE	Construction			IS/EA Section 2.2.7, Noise			
NOISE-5	Efficient rerouting of trucks and control of traffic activity on construction site will reduce noise due to vehicle idling, gear shifting and accelerating under load. Planning proper traffic control will result in efficient workflow and reduce noise levels. In addition, rerouting trucks does not reduce noise levels but transfers noise to other areas that are less sensitive to noise.	RE	Construction			IS/EA Section 2.2.7, Noise			
NOISE-5	Time scheduling of activities should be implemented to minimize noise impact on exposed areas. Local activity patterns and surrounding land uses must be considered in establishing site curfews.	RE	Construction			IS/EA Section 2.2.7, Noise			
NOISE-6	Equipment location should be as far from noise sensitive land use areas as possible. The contractor should substitute quieter equipment or use quieter construction processes at or near noise sensitive areas.	RE	Construction			IS/EA Section 2.2.7, Noise			
NOISE-7	Educating contractors and their employees to be sensitive to noise impact problems and noise control methods. This may be one of the most cost-effective ways to help operators and supervisors become more aware of the construction site noise problem and to implement the various methods of	RE	Construction			IS/EA Section 2.2.7, Noise			

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	improving the conditions. A training program for equipment operators is recommended to instruct them in methods of operating their equipment to minimize environmental noise.								
Biology- Natural Communities (Avoidance and Minimization)									
BIO-1	To minimize potential impacts to wildlife movement, construction activities shall occur during daytime hours when wildlife are less likely to use undercrossings. Having daytime only activities would also eliminate the need for nighttime lighting, which would further reduce use by wildlife.	RE/Caltrans Biologist	Construction			IS/EA Section 2.3.1, Natural Communities			
BIO-2	Fencing to delineate work zones shall be installed to reduce incidental human and equipment access to the Arroyo Simi and Alamos Canyon. This fencing shall be installed in a manner that does not prevent wildlife use of the crossing as in creating a barrier that spans the crossing but to limit the work zone to only the area necessary to perform the work.	RE/Caltrans Biologist	Construction			IS/EA Section 2.3.1, Natural Communities			
BIO-3	A pre-construction and post-construction data collection/monitoring plan will be developed to evaluate the effectiveness of wildlife fencing. The plan will be developed in coordination with the cities of Moorpark and Simi Valley, the County of Ventura, National Park Service, Rancho Simi Recreation and Park District, the Nature Conservancy, and the Mountain Recreation and Conservation Authority.	RE/Caltrans Biologist	Final Design/Pre-Construction/ Construction/Post-Construction			IS/EA Section 2.3.1, Natural Communities			
BIO-4	A pre-construction survey shall be conducted immediately prior to construction to determine if site conditions related to Salix lasiolepsis-Baccharis salicifolia Woodland Alliance have changed.	RE/Caltrans Biologist	Construction			IS/EA Section 2.3.1, Natural Communities			
Biology – Wetland and Other Waters (Avoidance and Minimization)									
BIO-5	Coordination with USACE, RWQCB, and CDFW will occur to determine the level of on-site restoration and off-site mitigation within the appropriate watershed. Since this project has minimal permanent impacts within Arroyo Simi, it is not expected for this project to have extensive off-site mitigation.	Caltrans Biologist	Final Design			IS/EA Section 2.3.2, Wetlands and Other Waters			
BIO-6	Any work within Arroyo Simi will be conducted outside of the winter rainy season (November 1st- April 1st) when flow is to be minimal.	Caltrans Biologist /RE	Construction			IS/EA Section 2.3.2, Wetlands and Other Waters			

BIO-7	Temporary construction staging areas and access roads will be strategically placed to avoid and/or minimize impacts to USACE, RWQCB, and CDFW jurisdictional waters to the extent feasible and are expected to be enhanced to pre-project conditions.	Caltrans Biologist	Final Design/Construction			IS/EA Section 2.3.2, Wetlands and Other Waters			
Biology – Plant Species (Avoidance and Minimization)									
BIO-8	Should pre-construction surveys determine presence of this species, a qualified biologist will establish Environmentally Sensitive Area fencing surrounding the areas where individuals of plant species are found. If impacts cannot be avoided, individual specimens of species shall be collected and propagated at preapproved nurseries and replanted onsite, whenever possible.	RE, Caltrans Biologist	Pre–Construction/ Construction			IS/EA Section 2.3.3, Plant Species			
Biology – Animal Species (Avoidance and Minimization)									
BIO-9	Construction equipment within the Arroyo Simi will be minimized to the extent feasible.	RE, Caltrans Biologist	Pre–Construction/ Construction			IS/EA Section 2.3.4, Animal Species			
BIO-10	In order to avoid impacts to Western Spadefoot (*Spea Hammondi*), Western Pond Turtle (*Emys marmorata*), and Two-striped Gartersnake (*Thamnophis hammondii*) habitat, work will be limited to the dry season where there is no surface flow.	RE, Caltrans Biologist	Pre–Construction/ Construction			IS/EA Section 2.3.4, Animal Species			
BIO-11	Pre-construction surveys will be done by a qualified herpetologist with experience in locating and identifying Western spadefoot (*Spea Hammondi*) prior to initiation of work. If this species is found within the project site, work will not commence until coordination with CDFW has occurred.	RE, Caltrans Biologist	Pre–Construction/ Construction			IS/EA Section 2.3.4, Animal Species			
BIO-12	The project has the potential to impact breeding/nesting birds protected by MBTA and therefore the following avoidance and minimization measures would be implemented. 1) The removal and/or disturbance of trees or suitable roosting shrubbery would be minimized to the greatest extent possible.	RE, Caltrans Biologist	Pre–Construction/ Construction			IS/EA Section 2.3.4, Animal Species			
BIO-13	2) Wherever possible, vegetation would be trimmed and/or removed outside of core nesting period (February 15-September 1).	RE, Caltrans Biologist	Pre–Construction/ Construction			IS/EA Section 2.3.4, Animal Species			

BIO-14	3) Should bridges be widened/constructed during nesting season, a qualified biologist would be required to inspect the bridge for breeding/nesting birds.	RE, Caltrans Biologist	Pre–Construction/ Construction			IS/EA Section 2.3.4, Animal Species			
BIO-15	4) If avoidance of these activities during this period is not possible, preconstruction surveys by a qualified biologist would be conducted to identify any existing nests or breeding birds within the area scheduled for construction. The survey should be completed no more than 48 hours prior to the start of project activities. Additional surveys would be conducted if more than 72 hours pass between preconstruction nesting bird surveys and the start of construction.	RE, Caltrans Biologist	Pre–Construction/ Construction			IS/EA Section 2.3.4, Animal Species			
BIO-16	5) If breeding/nesting birds are located within 150 f.t of the limits of disturbance, a buffer shall be flagged around the nest and Environmentally Sensitive Area signs posted. Any work within 150 ft. of the flagged area would require a biologist to monitor the birds and ensure that the construction activities do not negatively impact the birds. 6) If the biologist identifies signs of stress, the biologist will inform the Engineer that activities within the immediate area cannot resume until the birds resume their normal behavior or until the nest has been determined to be no longer active.	RE, Caltrans Biologist	Construction			IS/EA Section 2.3.4, Animal Species			
BIO-17	7) Should breeding/nesting of raptors be located within the area scheduled for construction, the buffer shall be extended to 500 ft. as raptors are more sensitive to disturbance.	RE, Caltrans Biologist	Pre–Construction/ Construction			IS/EA Section 2.3.4, Animal Species			
BIO-18	Yellow Warbler (*Setophaga petechia*) and White-tailed kite (*Alanus leucurus)* have the potential to occur during the construction phase of this project and therefore the following avoidance and minimization measures would be implemented. 1) A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat. To ensure the avoidance of impacts to migratory birds, the following measures will be implemented pursuant to the Migratory Bird Treaty Act (MBTA). Clearing and grubbing of vegetation will be conducted outside of bird-nesting season. If clearing and grubbing of vegetation needs to be conducting during bird-nesting season (February 15th to September 1st), a qualified biologist will monitor construction during clearing, grading and/or trenching activities for any occurrence of birds nesting. In the event birds are observed nesting,	RE, Caltrans Biologist	Pre–Construction/ Construction			IS/EA Section 2.3.4, Animal Species			

	construction should stop until it is determined that the fledglings have left their nests. If this is not possible, coordination with the a qualified biologist should take place in order to minimize the risk of violating the Migratory Bird Treaty Act, and the following minimization measure put in place: an Environmentally Sensistive Area fencing buffer of 150 ft. for songbirds, and 500 ft. for raptors which must be maintained during all phases of construction.								
BIO-19	Yellow Warbler (*Setophaga petechia*) and White-tailed kite (*Alanus leucurus)* have the potential to occur during the construction phase of this project and therefore the following avoidance and minimization measures would be implemented. 2) A biological monitor shall be present a minimum of one week prior to clearing and grubbing activities in order to walk the proposed areas to be cleared and grubbed and dispel animals that have the ability to flee.	RE, Caltrans Biologist	Pre–Construction			IS/EA Section 2.3.4, Animal Species			
BIO-20	Construction within the Arroyo Simi will be during daytime hours in order to avoid impact to this Spotted Bat (*Euderma maculatum*) and Western small-footed myotis (*Myotis ciliolabrum*) during foraging times.	RE, Caltrans Biologist	Pre–Construction/ Construction			IS/EA Section 2.3.4 Animal Species			
Biology – Threatened and Endangered Species (Avoidance and Minimization)									
BIO-21	With regard to protected riparian birds (i.e., Western Yellow-billed Cuckoo, Southwestern Willow Flycatcher, and Least Bell's Vireo) potentially occurring within Arroyo Simi, additional focused protocol surveys would be required immediately prior to start of construction activities.	RE, Caltrans Biologist	Pre-Construction			IS/EA Section 2.3.5, Threatened and Endangered Species			
BIO-22	These species (i.e., Western Yellow-billed Cuckoo, Southwestern Willow Flycatcher, and Least Bell's Vireo) have the potential to occur during the construction phase of this project and therefore the following avoidance and minimization measures would be implemented. 1. A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat. To ensure the avoidance of impacts to migratory birds, the following measures will be implemented pursuant to the Migratory Bird Treaty Act (MBTA). Clearing and grubbing of vegetation will	RE, Caltrans Biologist	Pre-Construction /Construction			IS/EA Section 2.3.5, Threatened and Endangered Species			

	be conducted outside of bird-nesting season. If clearing and grubbing of vegetation needs to be conducting during bird-nesting season (February 15th to September 1st), a qualified biologist will monitor construction during clearing, grading and/or trenching activities for any occurrence of birds nesting. In the event birds are observed nesting, construction should stop until it is determined that the fledglings have left their nests. If this is not possible, coordination with the a qualified biologist should take place in order to minimize the risk of violating the Migratory Bird Treaty Act, and the following minimization measure put in place: an Environmentally Senitive Area fencing buffer of 150 ft. for songbirds, and 500 ft. for raptors which must be maintained during all phases of construction.								
BIO-23	2. A biological monitor shall be present a minimum of one week prior to clearing and grubbing activities in order to walk the proposed areas to be cleared and grubbed and dispel animals that have the ability to flee.	RE, Caltrans Biologist	Pre-Construction			IS/EA Section 2.3.5, Threatened and Endangered Species			
BIO-24	In order to avoid impacts to California Red-Legged Frog (CRLF) and its habitat, work will be limited to the dry season when little surface flow is present and construction equipment within the channel of Arroyo Simi will be minimized to the extent feasible.	RE, Caltrans Biologist	Construction			IS/EA Section 2.3.5, Threatened and Endangered Species			
BIO-25	Pre-construction surveys will be done by a qualified herpetologist with experience in locating and identifying CRLF and approved by USFWS, prior to initiation of work. If CRLF are found within the project site, work will not commence until coordination with USFWS has occurred.	RE, Caltrans Biologist	Pre-Construction			IS/EA Section 2.3.5, Threatened and Endangered Species			
BIO-26	Project construction within the stretch of freeway with coastal sage scrub habitat (between Alamos Canyon and Madera Road) shall occur during the non-breeding period (Sept. 15-March 15)	RE, Caltrans Biologist	Construction			IS/EA Section 2.3.5, Threatened and Endangered Species			
Biology – Invasive Species (Avoidance and Minimization)									
BIO-27	In compliance with EO 13112, a weed abatement program will be developed to minimize the importation of nonnative	Caltrans Biologist; Caltrans Maintenance	Final Design through Post-Construction			IS/EA Section 2.3.6, Invasive Species			

	plant material during and after construction. Eradication strategies would be employed should an invasion occur. At a minimum, this program will include the following measures: • During construction, the construction contractor shall inspect and clean construction equipment at the beginning and end of each day and prior to transporting equipment from one project location to another. • During construction, soil and vegetation disturbance will be minimized to the greatest extent feasible. • During construction, the contractor shall ensure that all active portions of the construction site are watered a minimum of twice daily or more often when needed due to dry or windy conditions to prevent excessive amounts of dust. • During construction, the contractor shall ensure that all material stockpiled is sufficiently watered or covered to prevent excessive amounts of dust. • During construction, soil/gravel/rock will be obtained from weed-free sources. • Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control. • After construction, affected areas adjacent to native vegetation will be revegetated with plant species approved by the District Biologist that are native to the vicinity. • After construction, all revegetated areas will avoid the use of species listed on Cal-IPC's California Invasive Plant Inventory • Erosion control and revegetation sites will be monitored for 2 to 3 years after construction to detect and control the introduction/invasion of nonnative species. • Eradication procedures (e.g., spraying and/or hand weeding) will be outlined should an infestation occur; the use of herbicides will be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the District Biologist and Landscape Architect.	Engineer; Landscape Architect; PE; RE							
Mitigation for Significant Impacts under CEQA									
Noise									
NOISE-8	Based on the studies conducted so far, Caltrans intends to incorporate noise abatement measures for the proposed project in the form of sound walls to attenuate traffic noise at the impacted residences.	PE/RE	Final Design			IS/EA Section 2.2.6, Noise			